यादा होगी । मैं जानता हूं । हमारे सिकन्दराबाद में एक पनवाड़ी की दूकान ी । उसने गांव में जमीन खरीद ली और फरीदपुर गांव है उस की औरतों के पास सब से ज्यादा जेवर हैं । उसके यहां की शादी सबसे अच्छी हुई । तो खेती के मुकाबले में दूसरे पेशे वाले लोग ज्यादा मालदार हैं । तो हमारे पंजाबी भाई जो उजड़ कर आये थे, जिन को यहां का रास्ता भी मालूम नहीं था लेकिन आज वे सारे देश में छा गये । वे व्यापार में भी आगे हैं और वह आज खुश-हाल हो गये यहां के किसानों के मुकाबले में ।

MR. DEPUTY CHAIRMAN: There is a long list of speakers who want to participate in the debate on this Resolution. So, further discussion can be postponed till the next day which may be on the 14th.

STATEMENT BY MINISTER—RE. TRAIN ACCIDENT ON 28.2.1986 BETWEEN TELLICHERRY AND MAHE STATIONS ON SOUTHERN RAILWAY

MR. DEPUTY CHAIRMAN: Now I call the Transport Minister to make a statement.

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): Sir, I deeply regret to apprise the House of an unfortunate incident which occurred at 5.35 hours on 28.2.1986 between Tellicherry and Mahe stations on the Cannanore-Shoranur Broad Gauge single line section of the Palghat Division of Southern Railway. While 310 Cannanore-Ernakulam Express was running between Tellicherry and Mahe stations, large crowds, which were attending the annual festival at Jagannath Temple, suddenly rushed on the track. It is reported that there were a lot of fire works in the festival and some crackers fell on to the crowd and the crowd out of panic rushed towards the track. Consequently, the train ran over a number of persons of whom, 26 were killed on the spot while 9 sustained injuries. The injured have been admitted in the hospitals at Tellicherry and Calicut.

My colleague, Shri Madhavrao Scindia, and Member Traffic have proceeded to the site and will be visiting the injured in the hospitals. The General Manager, Southern Railway, and the Chief Security Officer have rushed to the spot. The Divisional Railway Manager, Palghat and other officers have also rushed to the spot.

This incident will be enquired into by the Commissioner of Railway Safety.

SHRI M.S. GURUPADASWAMY (Karnataka): Sir, may I just say, this is a very gross tragedy. As I heard him, not a few but many have been killed. May I know from him whether it is due to failure of the driver or a mechanical failure because he said that lot of people were rushing to the track. If that is so, was it not spotted out by the driver there? The train could have been stopped. So, may I know if he can throw light on this aspect of the incident ?

SHRI BANSI LAL : Sir, there is a curve on the track. What happened is that the driver was going at a speed of 45 km. per hour. The train was slow. But all of a sudden some crackers were thrown at the public. So, the public ran towards the railway track which is very near to that. They came all of a sudden. The driver applied the brake, but the train stopped at 729/30-14 km., just beyond that. After that, he had reached the next station, Mahe, from where the relief train and all were arranged. So, they came all of a sudden on the track.

MR. DEPUTY CHAIRMAN: The House stands adjourned till 7-30 this evening.

The House then adjourned at thirty-four minutes past four of the clock.

The House reassembled at thirty minutes past seven of the clock—**Mr. Chairman** in the Chair.

THE BUDGET (GENERAL) 1986-87

THE MINISTER OF FINANCE (SHRI VISHWANATH PRATAP SINGH): Sir, I beg to lay on the Table a statement (in English and Hindi) of the estimated receipts and expenditure of the Government of India for the year 1986-87.

MR. CHAIRMAN: The House stands adjourned till 11 A.M. on Monday, the 3rd March, 1986.

The house adjourned at thirtyone minutes past seven of the Clock till Eleven of the Clock on Monday, the 3rd March, 1986.

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